

REORGANIZATION OF U. S. NAVY AND MARINE CORPS.

An Act to reorganize and increase the efficiency of the personnel of the Navy and Marine Corps of the United States.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the officers constituting the Engineer Corps of the Navy be, and are hereby, transferred to the line of the Navy, and shall be commissioned accordingly.

Sec. 2. That engineer officers holding the relative rank of captain, commander, and lieutenant-commander shall take rank in the line of the Navy according to the dates at which they attained such rank. Engineer officers who have held the rank of lieutenant-commander for more than five years, shall take rank in the line next after officers in the line who graduated from the Naval Academy in the same year with them. *Provided*, That when the date of a line officer's commission as captain, commander, or lieutenant-commander and the date when the engineer officer attained the same, relative rank of captain, commander, or lieutenant-commander are the same, the engineer officer shall take rank after such line officer.

Sec. 3. That engineer officers who completed their Naval Academy course of four years from eighteen hundred and seventy-eight to eighteen hundred and eighty, both inclusive, shall take rank in the line as determined by the Academic Board under the Department's instructions of December first, eighteen hundred and ninety-seven; and engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred and eighty-two shall take rank in the line as determined by the merit roll of graduating classes at the conclusion of the six years' course, June, eighteen hundred and eighty-three and eighteen hundred and eighty-four. *Provided*, That those engineer officers who were appointed from civil life, and whose status is not fixed by section two of this Act, shall take rank with other line officers according to the dates of their first commissions, respectively. *And provided further*, That the engineer officers who completed their Naval Academy course of four years in eighteen hundred and eighty-one and eighteen hundred and eighty-two shall retain among themselves the same relative standing as shown on the Navy Register at the date of the passage of this Act.

Sec. 4. That engineer officers transferred to the line who are below the rank of commander, and extending down to, but not including, the first engineer who entered the Naval Academy as ensign, shall perform sea or shore duty, and such duty shall be such as is performed by engineers in the Navy. *Provided*, That any officer described in this section may, upon his own application, made within six months after the passage of this Act, be assigned to the general duties of the line, if he pass the examination now provided by law as preliminary to promotion to the grade he then holds, failure to pass not to displace such officer from the list of officers for sea or shore duty such as is performed by engineers in the Navy.

Sec. 5. That engineer officers transferred to the line to perform engineer duty only who rank as, or above, commander, or who subsequently attain such rank, shall perform shore duty only.

Sec. 6. That all engineer officers not provided for in sections four and five transferred to the line shall perform the duties now performed by line officers of the same grade. *Provided*, That after a period of two years subsequent to the passage of this Act they shall be required to pass the examinations now provided by law as preliminary to promotion to the grade they then hold, and subject to existing law governing examinations for promotion.

Sec. 7. That the active list of the line of the Navy, as constituted by section one of this Act, shall be composed of fifteen rear-admirals, seventy captains, one hundred and twelve commanders, one hundred and seventy lieutenant-commanders, three hundred lieutenants, and not more than a total of three hundred and fifty lieutenants (junior grade) and ensigns. *Provided*, That each rear-admiral embraced in the nine lower numbers of that grade shall receive the same pay and allowance as are now allowed a brigadier-general in the Army. Officers after performing three years' service in the grade of ensign, shall, after passing the examinations now required by law, be eligible to promotion to the grade of lieutenant (junior grade). *Provided*, That when the office of chief of bureau is filled by an officer below the rank of rear-admiral, and officer shall, while holding said office, have the rank of rear-admiral and receive the same pay and allowance as are now allowed a brigadier-general in the Army. *And provided further*, That nothing contained in this section shall be construed to prevent the retirement of officers who now have the rank or relative rank of commodore with the rank and pay of that grade. *And provided further*, That all sections of the Revised Statutes which, in defining the rank of officers or positions in the Navy, contain the words "the relative rank of" are hereby amended so as to read "the rank of" but officers whose rank is so defined shall not be entitled, in virtue of their rank to command in the line or in other staff corps. Neither shall this Act be construed as changing the titles of officers in the staff corps of the Navy. No appointments shall be made of civil engineers in the Navy on the active list under section fourteen hundred and thirteen of the Revised Statutes in excess of the present number, twenty-one.

Sec. 8. That officers of the line in the grades of captain, commander, and lieutenant-commander may, by official application to the Secretary of the Navy, have their names placed on a list which shall be known as the list of "Applicants for voluntary retirement," and when at the end of any fiscal year the average vacancies for the fiscal year subsequent to the date of the passage of this Act above the grade of commander have been less than thirteen, above the grade of lieutenant-commander less than twenty-nine, and above the grade of lieutenant (junior grade) less than forty, the President may, in the order of the rank of the applicants, place a sufficient number on the retired list with the rank and three-fourths the sea pay of the next higher grade, as now existing, including the grade of commodore, to cause the aforesaid vacancies for the fiscal year then being considered.

Sec. 9. That should it be found at the end of any fiscal year that the retirements pursuant to the provisions of law now in force, the voluntary retirements provided for in this Act, and casualties are not sufficient to cause the average vacancies enumerated in section eight of this Act, the Secretary of the Navy shall, on or about the first day of June, convene a board of five rear-admirals, and shall place at its disposal the service and medical records on file in the Navy Department of all the officers in the grades of captain, commander, lieutenant-commander, and lieutenant. The board shall then select, as soon as practicable, after the first day of July, a sufficient number of officers from the before-mentioned grades, as constituted on the thirtieth day of June of that year, to cause the average vacancies, enumerated in section eight of this Act. Each member of said board shall swear, or affirm, that he will, without prejudice or partiality, and laying in view solely the special fitness of

officers and the efficiency of the Navy service, perform the duties imposed upon him by this finding, which shall be in writing, signed by all the members, not less than four governing, shall be transmitted to the President, who shall thereupon, by order, make the transfers of such officers to the retired list as are selected by the board. *Provided*, That not more than five captains, four commanders, four lieutenant-commanders, and two lieutenants are so retired in any one year. The promotions to fill the vacancies thus created shall date from the thirtieth day of June of the current year. *And provided further*, That any officer retired under the provisions of this section shall be retired with the rank and three-fourths the sea pay of the next higher grade, including the grade of commodore, which is retained on the retired list for this purpose.

Sec. 10. That of the naval constructors five shall have the rank of captain, five of commander, and all others that of lieutenant-commander or lieutenant. Assistant naval constructors shall be promoted to the grade of naval constructor after not less than eight or more than fourteen years' service as assistant naval constructor. *Provided*, That the whole number of naval constructors and assistant naval constructors on the active list shall not exceed forty in all.

Sec. 11. That any officer of the Navy, with a creditable record, who served during the civil war, shall, when retired, be retired with the rank and three-fourths the sea pay of the next higher grade.

Sec. 12. That boatswains, gunners, carpenters, and sailmakers shall after ten years from date of warrant be commissioned chief boatswains, chief gunners, chief carpenters, and chief sailmakers, to rank with but after ensigns. *Provided*, That the chief boatswains, chief gunners, chief carpenters, and chief sailmakers shall on promotion have the same pay and allowances as are now allowed a second lieutenant in the Marine Corps. *Provided*, That the pay of boatswains, gunners, carpenters, and sailmakers shall be the same as that now allowed by law. *Provided further*, That nothing in this Act shall give additional rights to quarters on board ship or to command, and that immediately after the passage of this Act boatswains, gunners, carpenters, and sailmakers, who have served in the Navy as such for fifteen years, shall be commissioned in accordance with the provisions of this section, and thereafter shall have no examination before a board of chief boatswains, chief carpenters, and chief sailmakers, in accordance with regulations prescribed by the Secretary of the Navy.

Sec. 13. That, after June thirtieth, eighteen hundred and ninety-nine, commissioned officers of the line of the Navy and of the Medical and Pay Corps shall receive the same pay and allowances, except forage, as are or may be provided by or in pursuance of law for the officers of corresponding rank in the Army. *Provided*, That such officers when on shore shall receive the allowances, but fifteen per centum less pay than when on sea duty; but this provision shall not apply to warrant officers commissioned under section twelve of this Act. *Provided further*, That when naval officers are detailed for shore duty beyond seas they shall receive the same pay and allowances as are or may be provided by or in pursuance of law for officers of the Army detailed for duty in similar places. *Provided further*, That naval chaplains, who do not possess relative rank, shall have the rank of lieutenant in the Navy; and that all officers, including warrant officers, who have been or may be appointed to the Navy from civil life shall, on the date of appointment, be credited for computing their pay, with five years' service. And all provisions of law authorizing the distribution among captors of the whole or any portion of the proceeds of vessels or property captured, captured, condemned as prize, or sinking or destruction of vessels of the enemy hereafter occurring in time of war, are hereby repealed. *And provided further*, That no provision of this Act shall operate to reduce the present pay of any commissioned officer now in the Navy; and in any case in which the pay of such an officer would otherwise be reduced he shall continue to receive pay according to existing law. *And provided further*, That nothing in this operate to increase or reduce the pay of any officer now on the retired list of the Navy.

Sec. 14. That upon the passage of this Act the Secretary of the Navy shall appoint a board for the examination of men for the position of warrant machinists, one hundred of whom are hereby authorized. The said examination shall be open, first, to all machinists by trade, of good record in the naval service, and if sufficient number of machinists from the Navy are not found duly qualified, then any machinist of good character, not above thirty years of age, in civil life shall be eligible for such examination and appointment to fill the remaining vacancies. All subsequent vacancies in the list of warrant machinists shall be filled by competitive examination before a board ordered by the Secretary of the Navy, and open to all machinists by trade who are in the Navy, and machinists of good character, not above thirty years of age, in civil life authorized by the Secretary of the Navy to appear before said board, and where candidates from civil life and from the naval service possess equal qualifications, the preference shall be given to those from the naval service.

Sec. 15. That the pay of warrant machinists shall be the same as that of warrant officers, and they shall be retired under the provisions of existing law for warrant officers. Warrant machinists shall receive at first an acting appointment, which may be made permanent under regulations established by the Navy Department for other warrant officers. They shall take rank with other warrant officers according to the date of appointment, and shall receive such uniform as may be prescribed by the Navy Department.

Sec. 16. That hereafter the term of enlistment of all enlisted men of the Navy shall be four years. *Provided*, That section fifteen hundred and seventy-three, Revised Statutes, be amended to read: "If any enlisted man or apprentice, being honorably discharged, shall reenlist for four years within four months thereafter, he shall, on presenting his honorable discharge or on accounting in a satisfactory manner for his loss, be entitled to pay during the said four months, equal to that which he would have been entitled to if he had been employed in actual service; and that any man who has received an honorable discharge from his last term of enlistment, or who has received a recommendation for reenlistment upon the expiration of his last term of service of not less than three years, who reenlists for a term of four years within four months from the date of his discharge, shall receive an increase of one dollar and thirty-six cents per month to the pay prescribed for the rating in which he serves for each consecutive reenlistment."

Sec. 17. That when an enlisted man or appointed petty officer has served as such thirty years in the United States Navy, either as an enlisted man or petty officer, or both, he shall, by making application to the President, be placed on the retired list hereby created, with the rank held by him at the date of retirement; and he shall thereafter receive seventy-five per centum of the pay and allowances of the rank or rating upon which he was retired. *Provided*, That if said enlisted man or appointed petty

officer had active service in the Navy or in the Army or Marine Corps, either as volunteer or regular, during the Civil or Spanish American war, such war service shall be computed as double time in computing the thirty years necessary to entitle him to be retired. *And provided further*, That applicants for retirement under this section shall, unless physically disqualified for service, be at least fifty years of age.

Sec. 18. That from and after the date of the approval of this Act the active list of the line officers of the United States Marine Corps shall consist of the brigadier-general, commandant, five colonels, five lieutenant colonels, ten majors, sixty captains, sixty first lieutenants and sixty second lieutenants. *Provided*, That vacancies in all grades in the line created by this section shall be filled as far as possible by promotion by seniority from the line officers on the active list of said Corps. *And provided further*, That the commissions of officers now in the Marine Corps shall not be vacated by this Act. *And provided further*, That vacancies in the grade of brigadier-general shall be filled by selection from officers on the active list of the Marine Corps not below the grade of field officer.

Sec. 19. That the vacancies existing in said Corps after the promotions and appointments herein provided for shall be filled by the President from time to time, whenever the actual needs of the naval service require it, first, from the graduates of the Naval Academy in the manner now provided by law; or second, from those who are serving or who have served as second lieutenants in the Marine Corps during the war with Spain; or third, from meritorious noncommissioned officers of the Marine Corps; or fourth, from civil life. *Provided*, That after said vacancies are once filled there shall be no further appointments from civil life.

Sec. 20. That no person except such officers or former graduates of the Naval Academy as have served in the war with Spain, as hereinbefore provided for, shall be appointed a commissioned officer in the Marine Corps who is under twenty or over thirty years of age; and that no person shall be appointed a commissioned officer in said Corps until he shall have passed such examination as may be prescribed by the President of the United States, except the graduates of the Naval Academy, as above provided. That the officers of the Marine Corps, above the grade of captain, except brigadier-general, shall, before being promoted, be subject to such physical, mental and moral examination as is now, or may hereafter be, prescribed by law for other officers of the Marine Corps.

Sec. 21. That upon the passage of this Act not more than forty-five of the captains, forty-five first lieutenants and forty-five second lieutenants herein provided for shall be appointed; fifteen captains fifteen first lieutenants and fifteen second lieutenants to be appointed subsequently to January first, nineteen hundred.

Sec. 22. That the staff of the Marine Corps shall consist of one adjutant and inspector, one quartermaster, and one paymaster, each with the rank of captain, two assistant adjutants and two assistant paymasters, each with the rank of major; and three assistant quartermasters with the rank of captain. That the vacancies created by this Act in the departments of the adjutant and inspector and paymasters shall be filled first by promotion according to seniority of the officers in each of these departments respectively, and then by selection from the line officers on the active list of the Marine Corps not below the grade of captain, and who shall have been not less than ten years' service in the Marine Corps. That the vacancies created by this Act in the quartermaster's department of said Corps shall be filled first by promotion according to seniority of the officers in this department, and then by selection from the line officers on the active list of said Corps not below the grade of first lieutenant. *Provided*, That all vacancies hereafter occurring in the staff of the Marine Corps shall be filled first by promotion according to seniority of the officers in their respective departments, and then by selection from officers of the line on the active list, as hereinbefore provided for.

Sec. 23. That the enlisted force of the Marine Corps shall consist of five sergeant majors, one drum major, twenty quartermasters, seventy-two gunners, seventy-two sergeants, the rank and allowance of a first sergeant, and whose pay shall be thirty-five dollars per month; sixty first sergeants; two hundred and forty sergeants; four hundred and eighty corporals; eighty drummers; eighty trumpeters; and four thousand nine hundred and sixty-two privates.

Sec. 24. That the band of the United States Marine Corps shall consist of one leader, with the pay and allowances of a first lieutenant; one second leader, whose pay shall be seventy-five dollars per month, and who shall have the allowances of a sergeant major; thirty first class musicians, whose pay shall be sixty dollars per month; and thirty second class musicians whose pay shall be fifty dollars, per month and the allowances of a sergeant; such musicians of the band to have no increased pay for length of service.

Sec. 25. That the oath of allegiance now prescribed for the officers and men of the Army and Marine Corps shall be administered hereafter to the officers and men of the Navy.

Sec. 26. That all acts and parts of acts, so far as they conflict with the provisions of this Act, are hereby repealed.

Approved, March 3, 1899.

THE P. AND O. CO.'S NEW DEBENTURE ISSUE.

The P. and O. Company are applying to Parliament for power to issue another £1,000,000 debentures, or more probably debenture stock, as there is £800,000 of 3½ per cent. debenture stock already issued, which is quoted at 117 on the London Stock Exchange. The present capital consists of £11,000,000 deferred stock, (quoted at 115), £1,000,000 preferred stock, (quoted at 117), and the above debenture stock, making together £12,000,000, and there is a reserve fund of £750,000, and a repair and renewal account of £750,000. The capital represents only £1 to 25.7d. per ton of shipping owned.

THE CUNARD S. S. COMPANY.

The directors of the Cunard Company in their report for 1898 announce that the profits for the year, including £1,691 5s. 8d. brought forward from 1897, are £261,691 12s. and, after debiting income tax, and reserving £172,109 3s. 1d. for depreciation of ships and wharf properties, and £29,496 10s. 0d. for the Company's insurance fund, there remains at the credit of profit and loss account £75,663 16s. 2d., which the directors recommend to be paid in the form of a dividend, being at the rate of 11 per cent. on the paid-up capital, carrying forward the balance £1,663 16s. 2d. to the credit of profit and loss account, 1899. The balance at the credit of the insurance fund has been increased from £212,000 to £235,000.

The passenger traffic to and from America in the spring and summer seasons was seriously diminished, owing to the Spanish-American war. There was a quick recovery, however, at the end of the year.

AMERICAN MAIL.

MCKINLEY'S TRIP TO THE PACIFIC COAST.

WASHINGTON, April 10th.

The President to-night decided upon the route of his intended trip to the Pacific Coast in the coming summer. He will leave Washington about July 10th and go first to the northern peninsula of Michigan, where he will inspect the recent marvellous developments in the copper region. From there, the party will go to Duluth and over the Northern Pacific to the mining region of Montana. Nearly ten days will be spent in Yellowstone Park. The Puget Sound country will be reached about August 12th. After visits to Tacoma, Seattle and Portland a jump will be taken to San Francisco, thence to Los Angeles and other points of interest in Southern California and home over the southern route by way of New Orleans and Atlanta.

There will be about ten in the party, which will travel in special cars. My informant refused to give the personnel of the party. He insisted the trip would be made solely for pleasure and would have no political significance whatever.

THE NIECE OF THE VANDERBILTS LED TO THE ALTAR BY A LAWYER.

NEW YORK, April 5th.

With all the elaborate ceremony that characterizes church weddings, Miss Emily Vander-Bilt-Sloane, daughter of Mr. and Mrs. William Douglas Sloane, was married to John H. Hammond to-day at noon in St. Bartholomew's Church. Notwithstanding the expressed desire of the bride and her family for a quiet wedding, the avenue for a block in either direction from the church held an immense throng, which threatened at times to prevent the arrival of the guests' carriages. In order to relieve the crush the police drove the crowd back to the block above the church and to the block below, thus leaving the street clear in front of the entrance.

At 11 a.m. the guests began to arrive, and just before the approach of the bride party the church was crowded and guests stood in the aisles. The four front pews on either side of the aisle and the members of the bride and groom's families. For a reason that no one attempted to give, the arch of smiles and the huge wedding bell, in which the couple were to stand, was not in place at 11.50 o'clock. The arch was hastily put up and the bell adjusted to one side to balance it. Already the wedding music from "Lohengrin" was heard, when one of the attendants directed the workmen to take down both arch and bell. This was done just a few seconds before the bride, her father and her attendants entered. They knew nothing of what had happened. The bridegroom and his brother, Ogden Hammond, were waiting at the altar. The maid of honor was Miss Lila Vanderbilt-Sloane, a sister of the bride.

The interior of the church was adorned with roses, lilies and garlands of orange leaves and smilax, while palms and azaleas added beauty. The dark marble pillars were hidden by ropes of evergreens, bound with lilies, and upon the capital of each column was a great bunch of white Easter flowers. At the chancel rail there was a solid bank of azaleas and lilies in shades of pink and white. The lectern, pulpit and choir stalls were wound with ropes of laurel and lilies, while beyond was a bank of lilies and palms. Two great palms, thirty feet high, flanked the altar and jars of roses varied the loose Easter flowers upon the altar.

More than 300 guests followed the newly-wedded couple to the home of the bride's parents for luncheon and the breakfast. Soon after 2 o'clock Mr. and Mrs. Hammond were driven to the Grand Central station, whence a special car took them to Lenox, where they will spend the honeymoon.

Miss Sloane entered the church promptly at noon, and, escorted by her father, walked up the centre aisle to the altar. She was attended by her sister, Miss Lila Vanderbilt-Sloane, followed by Miss Ruth Twombly and Miss Gladys Vanderbilt, the little cousin of the bride. Miss Knowlton, Miss Edith Hall, Miss Charlotte Barnes and the bridegroom's sister, Miss Margaret Hammond, all of bridesmaids in pink and carried bouquets of bridegroom's and Dewey. The groom was of white satin, and accompanied with silver and point lace. The maid of honor, Miss Lila Sloane, was also dressed entirely in white. The bride carried a bouquet of lilies of the valley and wore a coronet of orange blossoms. She wore no jewels.

Following the ceremony at the church a wedding breakfast was served at the Sloane residence. The guests numbered about 200, mostly members of the Vanderbilt and Hammond families and intimate personal friends. The tables were gorgeously decorated after designs suggested by the bride. The house was beautifully decorated for the reception, which was held on the arrival of Mr. and Mrs. Hammond from the church. The newly-married pair will spend the honeymoon at Lenox. The bride was the recipient of many handsome and costly presents. The most valuable of her gifts is a necklace and tiara of diamonds presented by her parents. From Mr. and Mrs. Cornelius Vanderbilt she received a ruby and diamond pendant; from Mr. and Mrs. Frederick Vanderbilt a rich cluster of diamonds, pearls and turquoises; to be worn as a corsage ornament; from W. K. Vanderbilt a diamond comb; and from Mr. and Mrs. James A. Burden Jr. a beautiful silver table service.

The groom is a lawyer by profession. His father, General J. H. Hammond, was chief of the Sherman's staff during the War of the Rebellion and commanded a division under General Thomas.

JAPAN WOULD LIKE A SHARE.

VANCOUVER (B. C.), April 5th.

Oriental advisers brought by the steamship *Empress of Japan* eye-Italy's recent attempt to get possession of San Mun. Marquis Ito has been in direct communication with Li Hung Chang and has advised various reforms. He says the partition of China will be inevitable should China persist in her present course of action.

In view of the San Mun affair the Japanese are saying their Government must abandon the hold-all policy hitherto adopted and demand some substantial grant of land from China, probably a port in Fokien.

Count Okuma, ex-Premier, advises the Government to so conduct itself as to induce China to rely solely upon the "gallant" assistance of Japan for the maintenance of independence. The first measure to be adopted for the purpose is to drill several hundred Chinese soldiers by Japanese officers; secondly, to encourage the dispatch of Chinese students to Japan for study. If the situation should compel Japan to take a final step it will be absolutely necessary for her to hold Amoy and the railway between that place and Hankow. This phase can only enter into Japan's calculations when the maintenance of China's integrity is entirely despaired of and there is no hope of preventing a partition.

In the meantime Mr. Yano, the Japanese Minister at Peking, has applied to the Chinese Government for five new settle-

ments for Japan's exclusive use, to be opened in Pongchow's Army. Inlaw (Newchwang), Shanghai and Chungking, in addition to the Tientsin and Hankow settlements, which have been conceded already. It is stated that the Chinese Government has decided to entertain the demands, with the exception of Shanghai and Chungking.

The Japanese Government is dispatching several judges and public procurators abroad to study foreign judicial systems. They will visit American and England.

Bangkok (Siam) reports say that a murderous conclave, the Cantonese secret society, is again at work, and those who do not obey the laws of its leaders are arrested, punished by mutilation and loss of members and even assassination. The authorities are powerless in the face of this formidable confederation, which pursues the even tenor of its way as, if it were the only Government in Siam.

The agreement by which Japan joins the international copyright union will shortly be promulgated.

During the recent terrific whirlwind on the coast of North Queensland about 150 Japanese engaged in the pearl fisheries were drowned.

About 200 Japanese prisoners in Nigata Prison have been simultaneously taken ill. They are supposed to have been poisoned. A report has reached the Japanese Government that Canada intended to impose a duty of 12 cents a pound on Japanese tea. Tea dealers take the report very seriously, and they are asking that negotiations be entered upon with the Canadian Government against the imposition of the tax.

BRITON'S WARM PRAISE FOR AMERICAN SOLDIERS.

VANCOUVER (B.C.), April 5th.

Dr. Winters was a passenger on the steamship *Empress of Japan*, which arrived to-day.

He said: "I was in Manila during the fire, and if I should talk for a month it would be all in praise of the American soldier as a man and as a fighter. When men's blood is hot during war times it is the highest standard of heroism to remain calm and on the defensive under awful provocation to kill when black-hearted rebels are burning down a beautiful city and attempting murder with rifles from the buildings. This is what the American heroes did. Every soldier was a hero that day. People do not seem to realize that Uncle Sam's army in the Philippines is held in the leash. They could not, the rebellion in a few days at any time. The rebels could surround the rebels and slaughter them, but the plan, as it is understood by every foreigner in Manila now, is to overawe Aguinaldo; let the rebels see the hopelessness of their struggle, and thus, by delaying as long as possible, sacrifice fewer lives. Before the wet season, however, if the rebels do not surrender, they will be crushed. A large proportion of the Philippines are now with the United States; and it is Montenegro, not Aguinaldo, who is keeping up the hopeless struggle.

"Manila is in splendid shape, the revenues now paying the expenses of the Provisional Government. I wish to say that I do not agree with many that bad food has been supplied the Army. I inspected large stores of a medical man and found the abundance and quality better than we got at the hotels in Manila. "Myself and wife were in India seeing what we could do for the plague-stricken people. The telegrams from there do not convey in the least the awful ravages of the plague, which is all owing to filth. The miserable people are sleeping in the dirt, in clothes covered with vermin and are eating unhealthy food."

PAYING MILLIONS TO SPAIN.

WASHINGTON, April 11th.

The Cabinet to-day discussed the method of paying the \$20,000,000 due to Spain under the treaty, and it was decided to pay the amount by a draft on New York, to be delivered to any one whom the Spanish Government authorities to receive it. No designation, however, has yet been made.

ATTEMPT TO WRECK A TRAIN.

LONDON, April 11th.

An attempt has been made to wreck the Irish express bound from Paddington railway station here to Milford, where the passengers embark on board the mail boat for Waterford. A large boulder was placed on the track, but the engine luckily swept the obstruction away. The passengers were shaken, but the engine was only slightly damaged. There were a number of Americans on board the train, on their way to catch the steamer at Queenstown.

AN UNUSUAL CARGO.

The manifest of the steamship *Tartar*, from Hongkong via Victoria, was the subject of considerable comment about the Custom-house yesterday. The *Tartar* is ordinarily employed between Hongkong and Victoria as a feeder for the Canadian Pacific Railroad. For the vessel to come to this port is unusual. Her arrival here on this occasion was due to the fact of her having an unusually large cargo consigned to San Francisco. Her cargo in this regard included 35,000 packages of rice and some 8,000 or 9,000 packages of miscellaneous merchandise.

The bringing of this cargo to San Francisco by the steamer *Tartar* represents a loss of so much carrying business to steamer lines regularly running between this port and the Orient. Through freight from Hongkong to San Francisco has heretofore been shipped by vessels of the Pacific Mail Steamship Company. In case of freight shipped by the *Tartar* and other vessels running to Victoria, the journey to San Francisco has been completed by shipment on vessels of the Pacific Coast Steamship Company. The arrival of the *Tartar* at this port is regarded as indicating the existence of strong competition between the Canadian steamship line and the Pacific Mail for the business of transporting freight from the Orient to this port. The cargo by the *Tartar* has also excited much comment because of its size.

DUTY AND DESTINY.

Governor Roosevelt in his speech to the Hamilton Club of Chicago, put the duty of the American people toward the Philippines in a clear light when he said: "We have driven Spanish tyranny from the islands. If we now let it be replaced by a savage anarchy our work has been for harm and not for good." There is quite enough suggestiveness in this terse and wholesome text to answer the logical needs of the expansionist without going further into Governor Roosevelt's argument and quoting his plea that all the cant about "liberty" and "consent of the governed" condemns the men who made this Republic what it is for interfering with the freedom of the Indians.

The Spanish war was begun, so far as official certification goes, for the good of humanity. We may sneer at that reason as we please, but the world will have better cause to sneer at us if we disregard it by leaving anarchy where we went to make peace. By an act of war the United States relieved the Philippines of their rightful government, and is in duty bound to establish one in its place. It is impossible to vest the natives with such a responsibility because they are divided by innumerable feuds. The Tagal hates the Negrote; the Negrote the Visayan; and the Negrote the Sulu. It is enough to hate each other, and no one pays any respect enough to subvert the best of them into good devils they will turn the Philippines into a hell as America was when the 18-

dians dominated it, and as the island of Formosa would be but for the presence of the Japanese troops. We should witness an intermittent but deadly civil war, and in the end would probably be requested by European powers to enter the archipelago once more and stop the bloodshed we had indirectly caused.

The truth is as Governor Roosevelt states it. We cannot, without self-stultification, abandon the Philippines now. They are in our care, unable to care for themselves. Upon us devolves the work of establishing order and justice, peace and industry. If we think that white man's burden we commit at barbarism and reaction and ridicule our own assertions of humanity. Our duty, rising plainly above all the sophistry of those who would have kept the Union to its thirteen original states rather than to do the strenuous work of civilization in wild places, is to stay where destiny has put us and acquit ourselves like men.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer 29.867

Thermometer 76.2

Humidity 84.0

Rainfall 15.0

TO-DAY.

WEATHER REPORT.

On date at 4 p.m.

Barometer 30.00

Thermometer 78

Humidity 47

Rainfall 41

TO-DAY.

Thursday, 11th May, 1899.

Chinese—2nd of 4th moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 9hr. 7min.

Afternoon 2hr. 25min.

Low water—Morning 2hr. 45min.

Afternoon 5hr. 26min.

ANNIVERSARIES.

1843—Wang-an-tung and Hienling visited Hongkong.

1864—Armed attack on the offices of Messrs. Holiday, Wise & Co.

1866—"Black Friday," extensive Bank failures etc. in England.

1878—Attempted assassination of the German Emperor.

1880—The Duke of Genoa arrived in Hongkong.

1889—Death of Father Damien.

ADMIRAL DEWEY.

NEW YORK, April 9th.
Admiral Dewey has given to the Manila correspondent of *Leit's Weekly* an interview regarding the suggestion that the Admiral be made a candidate for the Presidency next year. The Admiral said as to his politics:

"I am a sailor. A sailor has no politics. The administration is his party, and the opposition is his party. I am not a politician, and you know what that means. To be anything but a Republican in Vermont is to be a man without a party. My flag-ship comes from Georgia. He tells me that to be anything but a Democrat in the South is to be a nobody. If I lived in the South I would probably be a Democrat."

"Have you ever voted?" the correspondent asked.
"Yes, years ago, but my vote was usually influenced by personal preference or local conditions. I am not a politician, have never held political office and am totally ignorant of party intricacies and affiliations."

Admiral Dewey said that neither by vocation, disposition, education nor training was he capacitated to fill the Presidency. He said that he was too well along in life to consider such a possibility. His health would not admit of it. All his life's work was in different lines of effort, and that, while the kindness and enthusiasm of his friends were grateful to him, and the generous tributes of the American people were dear to him, he could not and would not be a candidate for the Presidency of the United States under any conditions."

AMERICAN TRADE WITH CHINA.

PHILADELPHIA, April 8th.
The third session of the Academy of Political and Social Science was held this afternoon. The subject discussed was "Our Commercial Relations With the Far East." Addresses were made by Worthington C. Ford, former Chief of the Bureau of Statistics, Treasury Department; and Robert T. Hill, United States Geological Survey. E. J. James and L. S. Rowe also took part in the discussion. Mr. Ford said in part: "There is a cordoned drawn around China more obstructive than any Chinese wall and liable on many accounts to be made effective as a complete prohibition of commerce. It might be assumed that the privilege of trade could be assured by a treaty for a shorter or longer period. Where has a treaty been able to stand in the way of interested attack? The tripartite control of Samoa does not offer as many occasions for difference as would the holding of the Chinese coast for commercial reasons by six great powers, and among the six the United States will not figure."

"Bearing in mind that the natural resources of the East are to be exploited with all the perfection of modern appliances and cheaper labor than in the West, the following questions suggest themselves: How can cotton goods of the United States make other than a limited market in Asia against the cottons of India, Japan and China? How can American petroleum, better article as it is, hold more than its own against the Russian oil, supported as it may be by a bounty for political effect? Finally, are we looking forward to meeting Asiatic competition with an even higher tariff than is now endured; a tariff bristling with duties like those on silks in the present law, especially leveled against the imports of silk goods from Japan?"

BELLEVILLE BOILERS AND THE "TERRIBLE" EXPLOSION.

The explosion on board the *Terrible* is a very sad and melancholy incident in itself, but in its ulterior consequences it threatens to be simply disastrous, unless, indeed, it can be shown that the Belleville boiler was in no way at fault. It is not incorrect to say, states a naval correspondent of a London paper, that throughout the service, the affair has caused a feeling of uneasiness. In no fewer than sixteen battleships, twelve armoured cruisers, ten first-class cruisers, and seven second-class cruisers, now built or building, this type of boiler is fitted or to be fitted. Any real failure in the *Terrible's* boilers would, therefore, be a national calamity. Happily it does not as yet appear that there is sufficient ground for condemning the boilers. Their opponents have seized on the accident as a matter of course, and talk as if the Belleville had absolutely no virtues, overlooking its big grate area and its valuable tractive property of quick steam-raising. Sir Albert Durston has recently placed the durability of the Belleville at six years, while acknowledging that it is very far from perfection. This would not be unsatisfactory, if experience confirms his anticipations.

AMERICAN DELEGATES TO THE PEACE CONGRESS.

WASHINGTON, April 6th.
The Secretary of State has announced the list of men selected for the United States delegation to the disarmament Congress, which will meet at the Hague in the latter part of May. The delegation consists of Andrew D. White, United States Ambassador at Berlin Mr. Newell, United States Minister to the Netherlands; Seth Low of the Columbia University, New York; Captain Crozier, Ordnance Department, United States Army, and Captain A. T. Mahan, U. S. N., retired; Frederick Holts of New York will be secretary of the delegation. While it is a distinguished educator and diplomat, Mr. White is the first president, has been twice Minister to Germany, once to Russia and Venezuelan Commissioner. Seth Low is a patron of Columbia University and has been Mayor of Brooklyn. Newell is a lawyer of long practice in St. Paul, Minn., and his appointment is due largely to the fact that he is Minister at the city where the Congress is to be held. Captain Crozier is a graduate from West Point and is one of the most highly accomplished officers of the Ordnance Corps. Mahan is well known as a naval strategist and author. Holts is a successful lawyer of New York City, who is also an author and lecturer of note.

WIRELESS TELEGRAPHY.

The French authorities are so gratified with success of the wireless telegraphy demonstration between Boulogne and the South Foreland that it is proposed to try the system from Paris. It is stated that the Eiffel Tower will be the French terminal, owing to its great height, 950 ft., the English terminal remaining at the South Foreland. The direct distance between the two points is about 230 miles. The Elder Brethren of the Trinity House and representatives of the Board of Trade have made an official inspection of the system of wireless telegraphy in operation between the East Goodwin Lightship and the South Foreland. They witnessed demonstrations between the lightship and Wimerush, near Boulogne, but their attention was more particularly directed to the East Goodwin Lightship in view of the advisability of adopting Signor Marconi's system generally for communicating between similar positions and the shore.

THE BLUE FUNNEL DEAL.

It is rumoured at Bangkok that the Scottish Oriental Steamship Company will run steamers from Singapore to Bangkok, the agreement which they made with Holt not to do so, not holding good with his successors—the new syndicate.

KANG YU WEI.

VICTORIA, April 7th.
Among the passengers on the steamer *Siam* Maru of the Nippon Yusen Kaisha line, was Kang Yu Wei, former Chief Commissioner of China and second of the Chinese Board of Public Works, and noted the world over as a Chinese reformer. His life was sought by the Empress Dowager some months ago when the Chinese Emperor, Hong Su, was deposed. Having been warned in time, he fled from the Chinese capital to the coast, where he engaged passage on the British mail steamer *Baharat*. He was pursued by the clientele of the Empress and a Chinese warship sent in pursuit of the steamer on which he was bound southward, intending to capture him from the mail boat. The officers of the *Baharat*, seeing the Chinese warship, signalled for aid, and in answer to their signals H.M.S. *Albatross* and another British ship of war conveyed the liner to Woon Sung, where the fugitive took passage on the *Baharat*, which took him to Hongkong. He remained at Hongkong a short time and then proceeded to Tokyo, where he remained until he took passage to Victoria on the *Siam Maru*. He will stay here two days and then proceed to Washington and afterward to London, England, where he will reside in the future.

While at Hongkong an attempt was made on his life. A Chinese came to ask certain favors, and while they were conversing the Chinese struck at him with a knife. The assassin was captured by those near by, but afterwards escaped.

Kang Yu Wei says assassins hired to slay him by the Empress Dowager are dogging his footsteps waiting for a favorable opportunity to eke the blood money put up for his life. One who intended to stab him was arrested at Tokyo and still remains in jail there. While here the escapee is housed with Lee Mong Kow, the Chinese customs agent. No one is allowed to approach him.

To-night a conference was held in the rooms of the local Chinese society to arrange for the present movements of the refugee. He intended to go to San Francisco, but later this evening he gave it out that he would go direct from here to Washington.

Kang is dressed in semi-European garb. He has clothes of European cut, covered with long blue Chinese gown. His hair is cut short and he has a short bristly black mustache and evidences of a future beard. He looked furiously around him on the arrival of the steamer and always stands in the centre of a circle of his friends, as though to guard against possible attack.—*Call*.

ROTHSCHILD'S GOLD AT THE GOLDEN GATE.

A New York despatch states that the London establishment of Messrs. Rothschild's banking house has decided to establish this spring a bank at San Francisco. The capital to start with will be \$5,000,000. The primary object of the new venture is to finance and supervise the Rothschild's interests already acquired in the Philippines.

Intimations.

F. BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
GOMMOLINION, RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 14th May, 1899. [39]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS
AND WATCHMAKERS.
Sole Agents in the East for the amalgamated
CLEMENT, HUMBER and GLADIATOR CO., LD.,
DUNLOP TYRES'S BICYCLES—PRICES, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
10, QUEEN'S ROAD CENTRAL,
Opposite the Telegraph Office

CHS. J. GAUPP & CO.,
CHRONOMETER, WATCH, AND CLOCK
MAKERS, JEWELLERS, SILVER
SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches
awarded the highest prizes at every Exhibition;
and for Voigtlander and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40]

KUHN & KOMOR,
JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
35, DIVISION STREET, KOBE.
Hongkong, 15th March, 1899. [42]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [18a]

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUIAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN."
Captain Roach, will be despatched for the above ports, TO-MORROW, the 12th instant, at 10 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 11th May, 1899. [638a]

FOR KOBE (DIRECT).
THE Steamship

"KONOURA MARU."
Captain K. N. Shima, will be despatched for the above port, TO-MORROW, the 12th instant, at Noon.
For Freight or Passage, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 11th May, 1899. [624a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.
THE Company's Steamship

"VINDOBONA."
Captain C. Hellen, will leave for the above places on SATURDAY, the 13th instant, P.M.
For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [630a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"ORESTES."
Captain 'Pulford, will be despatched as above on SATURDAY, the 13th May.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd April, 1899. [562a]

THE OSAKA SHOSHEN KAISHA, LIMITED.

REGULAR WEEKLY SERVICE TO
SWATOW, AMOY AND TAMSUI.
THE Steamship

"MAIZARU MARU."
Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 14th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 8th May, 1899. [628a]

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES).

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN,
SUET, PORT SAID, NABES, LEG-
HORN, GENOA, (DIRECT WITHOUT
TRANSIT).

Having connexion with the Company's Mail
Steamers to VENICE and TRIESTE,
ODDESA, NEW YORK, ALL MEDIT-
TERRANEAN, ADRIATIC, LEVANTINE
PORTS up to CALLAO,
AND

Taking Cargo at through rates to PERSIAN
GULF and BAGDAD,
AND
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"BISAGNO."
Captain Maganzini, will be despatched as above on MONDAY, the 15th instant, at Noon.

At BOMBAY the Steamers are discharging in
VICTORIA DOCK.
The Steamer has Superior Accommodation
for Passengers.
For Further Particulars regarding Freight
and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 10th May, 1899. [639a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR MANILA.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on
MONDAY, the 15th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [603a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"CHANGSHA."
Captain Moore, will be despatched on
MONDAY, the 15th instant.

The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First-class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh
Provisions during the entire voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th May, 1899. [603a]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"UNDAUNTED."
will be despatched for the above port, on or
about the 20th May.

For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 10th May, 1899. [547a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"CLAUCUS."
Captain Barwise, will be despatched as above
on TUESDAY, the 23rd May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 24th April, 1899. [601a]

Shipping.

STEAMER.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"VORTIGERN."
Captain Fairweather, will be despatched for the
above port, on or about the 27th May.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 21st April, 1899. [546a]

Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MARQUIS BAQUEHEM."
having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the Office of the Undersigned before
Noon on the 14th instant, or they will not be
recognised.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 14th
instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 8th May, 1899. [600a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN."
FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From Persian Gulf, ex B. I. S. N. and B. & P.
S. N. Co's Steamers.
From Madras, ex S.S. *Londonia*.

Goods not cleared by the 15th instant, at 4
P.M. will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged Packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.

H. A. RITCHIE,
Superintendent.

Hongkong, 9th May, 1899. [63]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,
LONDON, COLOMBO AND
SINGAPORE.

THE Company's Steamship

"HAKATA MARU."
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
being landed and placed at their risk into the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark
and delivery can be obtained as soon as the
goods are landed.

Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 16th instant, will
be subject to rent.

No Fire Insurance has been effected.

All ship-damaged packages must be left in
the Godowns where they will be examined on
MONDAY, the 15th instant, and FRIDAY,
the 19th instant, both days, at 10 A.M.

All claims must reach the undersigned before
the 18th instant, or they will not be recognised.

NIPPON YUSEN KAISHA.
Hongkong, 9th May, 1899. [637a]

For Sale.

NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S"
ACCOUNT OF THE
1899 RACE MEETING

with TABULATED STATEMENTS OF PLACED
and UNPLACED PONIES, JOCKEYS and
OWNERS.

PRICE 50 CENTS.

Only a limited Number printed.

Send Orders early to

The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, QUEEN'S ROAD CENTRAL.
Hongkong, 6th March, 1899.

Relieves the scal-
ding pain at once
and
CURES
all discharges from
the genito-
urinary or-
gans in either
sex in
48 HOURS
Santal-Midy
is a
specific
for
Cystitis.

obtained
from the
best
SANTAL MIDY
would.

Unlike the su-
dal oil of the
Bazar, its su-
perior to Co-
palba, Cubeb,
or Injections;
and causes
no inconvenience.

Beware of imitations
Back the Capsule
bears the name
SANTAL MIDY
J. RUE VIVIERE, PARIS.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.
HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRIPTION IN STOCK,
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1899. [135]

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Port Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery,
Materials can be supplied, if required.

The Superiores will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1899. [493]

NOTICE.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS, will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbours—

GERARD C. TOBEY, American bark, J. F.
Surflet—By Order.

QUEEN MARGARET, British ship, Fraser—
Standard Oil Co.

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG
TELEGRAPH" have, this Day, been
removed to No. 50, QUEEN'S ROAD
CENTRAL, Second Floor, (the premises
formerly occupied by Messrs. POWELL & CO.)
to which address all communications should
be addressed.

ETH. F. SKERTCHLY,
Manager.
Hongkong, 1st May, 1899.

LET 'EM ALL COME
TO
YEE CHUN'S STUDIO

at No. 50, QUEEN'S ROAD CENTRAL, where
PHOTOGRAPHS and PORTRAITS on
IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [590a]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.

IS now in a position, in his New and Co-
modious Premises, to eclipse, as heretofore,
ALL PHOTOGRAPHIC ART PRACTISED
in the Colony or in any part of the Far East.
GROUPS AND VIEWS
a specialty.
Hongkong, 22nd September 1898. [45]

The Share Market.

LATEST QUOTATIONS.
(May 11th.)

Banks.
Hongkong and Shanghai Banking Corporation
—289 per cent. prem.

The Bank of China & Japan, Ltd.—(Preference)
nominal.

The Bank of China & Japan, Ltd.—(Ordinary)
21 buyers.

The Bank of China & Japan, Ltd.—(Deferred)—
25.5 buyers.

National Bank of China, Ltd.—\$22 1/2.
Do. Do. —\$22 1/2.

